

VOLUME VIII — NO. 5

TRENTON, NEW JERSEY

MARCH-APRIL, 1950



Governor Alfred E. Driscoll addresses the assemblage at the cornerstone ceremonies at the State Highway building. Commissioner Miller and the Rev. Robert D. Smith, who pronounced the benediction, share the speakers' platform with the Governor.

COLORFUL CEREMONIES FEATURE CORNERSTONE LAYING AT FERNWOOD

Several Hundred on Hand as Governor Driscoll Delivers Principal Address

The cornerstone of the new State Highway Department office building, which is rapidly nearing completion at Fernwood, was laid with appropriate ceremonies on Thursday, February 16. A gathering of several hundred department employees and officials, together with State dignitaries and others, heard Governor Alfred E. Driscoll make the principal address.

Speaking extemporaneously, the Governor, who was presented by State Highway Commissioner Spencer Miller, Jr., said that the occupancy of this building would mark another step toward more efficient State government by placing under a single roof the many far flung units of the Highway Department. He also noted that the move would prove economical by relieving the State of the necessity of paying central city rentals in many locations. In closing, the Governor urged Highway men and women to maintain a high level of efficient service in the interests of the citizens of New Jersey.

After their addresses, Governor Driscoll and Commissioner Miller exhibited their versatility by troweling mortar on the cornerstone and pushing it into place. Before the top was sealed on, however, a large number of articles were placed in it. Among these were a roster of State Highway employees, a copy of the bill authorizing the construction, newspapers of that date, Gov. Driscoll's two inaugural messages, a booklet of State officials together with the roster of the 1949 and 1950 Legislatures, plans and specifications for the building, a copy of the New Jersey constitution, and similar pertinent articles.

The invocation was given by the Rev. Robert D. Smith, S. T. M., of the Episcopal Diocese of Trenton.

Peter H. Dolan

Peter H. Dolan, 89, formerly of Elizabeth, passed away recently at Cranbury. He was formerly a foreman in the Maintenance Division having entered the employ of the Highway Department in 1919. Since 1939 Mr. Dolan had been in retirement.

State Highway Aides Elected At Convention

New Jersey representatives were honored by election to offices in the Association of Highway Officials of the North Atlantic States at the recent conference of that body at the Hotel Statler in New York. The Association consists of 11 states and the District of Columbia.

State Highway Commissioner Spencer Miller, Jr., was chosen as vice president for the ensuing year. The honor of re-election was given to A. Lee Grover as secretary and treasurer and to Kenneth Rice as assistant secretary and treasurer. This makes the 26th consecutive year that Mr. Grover has been named to this position.

Frank Reddan was selected as director of public relations. Before adjourning, the Association designated Atlantic City as the site of its next convention.

Miller to Receive Engineers Award

The N. J. Society of Professional Engineers has named Commissioner Miller to receive an award at the annual dinner of the Society to be held in the Essex House, Newark, on April 14.

Hugh C. Clarke, president of the Society, notified the Commissioner that he had been chosen as one "who had contributed greatly to the welfare of our State and who... has utilized sound engineering principals in the administration of his duties."

HELP YOUR
RED CROSS

FEDERAL AID HIGHWAY LEGISLATION

For the third time in less than a decade and the second time since the War's end, legislation has been introduced into the Congress of the United States for a vast program of Federal Aid for highway construction. The present bill on which hearings are presently being held before the Roads Committee of the House of Representatives calls for the appropriation of \$500,000,000 a year for the next two years with an additional \$70,000,000 a year for the Interstate System. The present Federal Law (of 1948) is for \$450,000,000 a year and is for the fiscal years of 1949-50, and 1950-51. Thus this will be the last year under the Act of 1948.

But beyond the question of the amount of Federal Aid, the significance of this proposed law is the recognition by the Congress of the United States of the vital role of motor transportation in our dynamic economy. For better or worse, the economic welfare of America is inextricably linked to the motor car. The dynamics of the motor age have done more to change the pattern of communal living in America than any other single invention.

As a free people it is apparent that we cannot live without the motor car, even if at times we do not seem to be able to live in safety with it. No nation in history has achieved a condition whereby every single man, woman and child within its boundaries—150,000,000 human souls—could be transported in an automobile. We as a people who "were once awestruck" are now "arolling." We are in very truth a nation on wheels!

Federal Aid for highways is a modern 20th Century phenomena; it dates back to the first act passed in 1916. Grants-in-Aid, on the other hand, which is the pattern for such federal assistance, dates back to the beginning of the Republic. In recent years grants-in-aid have increased both in total amount and in variety until today they have reached an all-time high.

Recently Governor Driscoll expressed opposition to Federal Aid for highways and is in favor of the repeal of Federal excise taxes on gasoline and motor vehicle parts; it is an opinion shared by many citizens of the State. The Governor and others of our citizenry would prefer to utilize all motor vehicle revenues raised in New Jersey within the State without benefit of Federal assistance. But as we are a member State within the Union—with the 9th largest in point of population—we recognize that Federal Aid is not an abstract theory but a substantial fact. That being so we seek Federal Aid legislation which is as reasonable, equitable and adequate as possible to meet the moderate needs of the nation.

During the course of the hearing before the Roads Committee, we felt constrained to present in behalf of New Jersey the opposition of the Administration to Federal Aid in principle. At the time we urged that if there was to be Federal Aid for highways it would be reasonable, equitable and adequate to meet the moderate needs in the State.

Each time Federal Aid legislation is considered, the matter of the matching formula comes under review. The present bill proposes a change from the 50/50 sharing to a 75/25 sharing, an increase in the Federal Government's share and a decrease in the State's share. We raised questions about this proposed change and indicated our approval of the formula of an equal sharing and were opposed to the unequal sharing of 75/25 between the Federal and State governments. This principle of shared responsibility has a far greater importance than the money involved; it symbolizes an equality of partnership and an equally distributed burden that in our judgment deserves to be continued.

We felt constrained also to raise a question concerning the increase in the share of Federal Aid for right-of-way from $\frac{1}{3}$ to $\frac{1}{2}$ because we believe that its acquisition should be distinctly a local function whether state or local unit.

We also posed a question concerning the plan to subsidize the 3,000 county engineers' offices up to an amount of \$10,000 for engineers' salaries where needed. To extend Federal intervention thus to the county level would, in our judgment, deprive the States of what should be a local function.

While it is impossible to predict what will be the exact provisions of the new Federal Aid Legislation, it is probable that the new Federal Aid Highway Act will be enacted in this session of Congress on the pattern established by the Acts of 1944 and 1948.

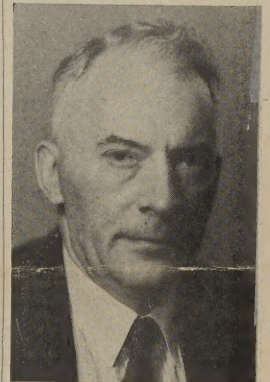
What is more significant, it is reasonable to assume that some of the conclusions presented in behalf of New Jersey will be incorporated in the new Act. If passed it will represent an annual allocation of approximately \$9,300,000 of Federal Aid to New Jersey. Federal road legislation, in a word, is a test of the competence of our National legislators to maintain a balance between the fiscal aspects of Government and the proper requirements of transportation without impairing at the same time the sound principles of a working federalism—between the states and the Federal Government.

Spencer Miller, Jr.
State Highway Commissioner

Death Claims C. Frank Bedwell

Headed Construction Division for Thirty Years

Charles Frank Bedwell 69, chief of the division of design and construction for the State Highway Department, died on February 18, following a short illness. Although confined to his home but briefly, Mr. Bedwell had been in increasingly poor health for the past few years. His untimely passing, however, came as a shock to his many friends both in and outside of the Department.



FRANK BEDWELL

Mr. Bedwell, who in recent years had made his home at the Stacy-Trent Hotel, in Trenton, became construction engineer for the State Highway Department in October, 1920, after serving as assistant construction engineer for the Public Service Railroad. Prior to joining the forces of the Highway Department, Mr. Bedwell was in charge of the construction of the Public Service Terminal, a \$5,500,000 project in Newark. A native of Ironton, Ohio, he attended Virginia Military Institute and was graduated from McGill University in Montreal in 1905.

When Mr. Bedwell took over the reins of the construction division, New Jersey was just emerging from the war years, a job he privileged to see the Garden State assume a position of highway leadership during the thirty years that followed.

Commissioner Spencer Miller, Jr. recognized this quality of leadership and thorough engineering knowledge when he appointed Mr. Bedwell to the position of acting State Highway engineer during the war years, a job he carried on while at the same time relinquishing none of the duties of construction engineer. It was not until the appointment of Commander Charles M. Noble as State Highway Engineer that he stepped aside and resumed his former title.

Mr. Bedwell was buried at the Atlantic View Cemetery in Manasquan following services conducted by Dean Frederic M. Adams at the Trinity Cathedral in Trenton. He is survived by Mrs. Gertrude Bedwell, his widow, to whom THE HIGHWAY extends heartfelt sympathies on behalf of Highway men and women. Being so much a part of the tradition of our State Highway Department, Mr. Bedwell has left a void that can never quite be filled.

THE HIGHWAY

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In the Interests of Its Employees

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A TRIBUTE TO MR. C. FRANK BEDWELL

— by —

Spencer Miller, Jr.
State Highway Commissioner

The passing of Frank Bedwell, Chief of the Department of Design and Construction, on February 18th, 1950, brings to a close the career not only of an able highway engineer, but also a devoted public servant.

Mr. Bedwell joined the staff of the State Highway Department in 1920 when the Department was reorganized and Mr. Thomas Wasser was appointed State Highway Engineer. Mr. Bedwell was then with the Public Service Corporation of New Jersey, where for a decade he had been in the Engineering Department. One of his more important undertakings with the Public Service was the construction of the foundations of their large Newark Terminal on Park Place.

Coming to the State Highway Department thirty years ago, Mr. Bedwell took charge of the Construction Division on the threshold of one of the great periods of roadbuilding in the State's history. In a period of a quarter of a century, upwards of \$465,000,000 of public funds were invested in the State Highway System. The nation-wide reputation of New Jersey as the "Good Roads" State owes much to his engineering leadership and service.

During the past seven years, Mr. Bedwell, as Construction Engineer, served in turn as Acting State Highway Engineer and more recently as Chief of the Division of Design and Construction. To each post he brought wide knowledge of construction and a keen appreciation of the highway needs of the State. In all his three decades of service, his devotion to public duty never faltered nor did he ever compromise the high standards set for the Department. While he might have retired because of impaired health several years ago — and was urged to do so — he preferred to labor on in his chosen calling as a Construction Engineer in the State Highway Department. He literally "died in the harness."

As he passes beyond the White Gate, we, who have known and worked with him in the Department, salute his memory as a distinguished highway engineer, a devoted public servant and above all a man who walked humbly with his God.

SURVEY and PLANS

FRED C. CLAUS

CRANFORD

Jim Roper

Dick Waugh and Charlie Siderits — the lucky guys — spent the cold part of last month basking in the sun in Florida. Dick visited with his son and met his new grandchild.

Dave Benoit has returned to work, minus his appendix, and is feeling fine.

Irving Rubinstein is back with us again. He had a leave of absence, during which time he attended Newark College of Engineering. Irv is going to continue his studies in the evening session.

We want to welcome Joe Mullin, engineering aide, now working with Charles Loveland, Dick Curtis, and Bob Mulheron on Section 1 of the Parkway.

Bill Reins and Bill Beck, working on the right-of-way plans, take a vote on every move they make. The trouble with the system is that the vote always ends in a tie.

UPPER MONTCLAIR

Frank J. Spagnola

Hello! Did you take the quiz? our boys did. The quiz, of course, refers to the Civil Service exams of March 4, for junior and assistant engineers. Highway. Our participants were: Jack Freidenrich, Dave Nicholas, Bob Fredericks, Frank Artusio, Joe Artusio, Geo. Errick, Nick Tuzzo, Al Zampella, Jim Data, Charles Shanley, Joe Graziano, Chet Elliot, and Joe Pappaceno. We hope it's a bull's-eye for you all.

The 1950 Lecture Series convened on March 6 at the Trenton Memorial Building. We were there. It was attended and enjoyed by the majority. We appreciate and look forward to these lectures.

Nick Amento and his survey gang are laying out lines and grades for the new Rt. 4 west-bound overpass at Rt. S4B intersection. . . Ed McMahon and crew are doing the engineering on Rt. 1 from Fairview to Ridgely Circle. Route 1 is to be widened and improved. . . Dud Demarest and his party are taking field

topography for the Rt. 23 dualization from Smith Mills to Stockholm. In their spare (?) time he'll lay out line and grades for Rt. 23 improvements in Hamburg. . . Steve Bubier and company are surveying at the junction of Rts. 6 and S3 for future improvements. . . Gornitzky and his associates are engineering the as-built of Palisade Parkway Sec. 1A, reporting progress. . . Podwyszynski, Fucca & Co. had a tough time, but they made it — completing earthwork as-built on several projects. That earthwork work (no, I'm not stuttering) can be tedious!

And somberly, may I report: Kettlewood has been laid up, going on eight weeks, with some form of arthritis and water condition in the joints; had his leg in a cast, arm taped up, etc. He's lost about thirty lbs. or so. . . Harold Weiss is in bad shape — felt ill one night, fell in his bathroom, banged his nose, and bruised his kneecap. His doctor is giving his injured knee heat treatments. . . DiGiaco smacked his thumb with a hammer — did a good job of it. The doctor fixed it up nicely, but Rocco will lose the nail. . . Our associates, John and Adrien Lincoln, lost a brother, Allen, of Ridgefield, on March 9.

To all you people, our good friends and associates, may we express our concern and sympathy, and add: Behold — my friend — 'twas ever thus, So keen the blade of grief and pain; Withdraw — my friend — forever thus, Withdraw the blade — without a stain.

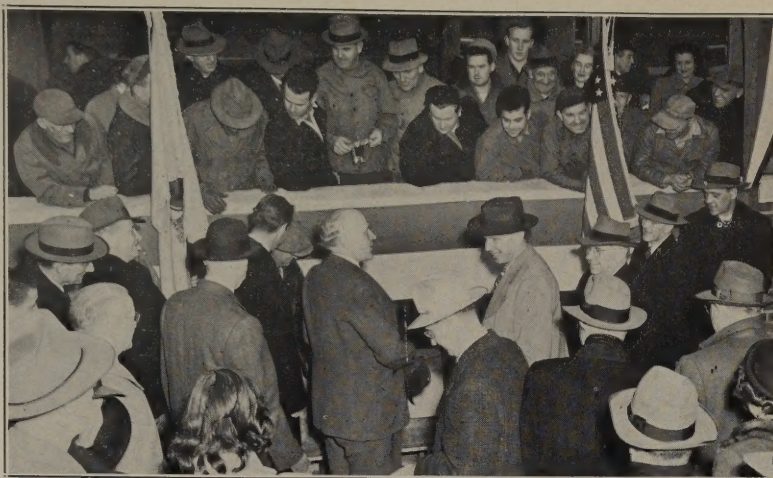
TRENTON

Al Cohen

Walt Voorhees is enjoying things in the modern manner — what with a quick flying trip to Miami to do some fishing off the Florida Keys.

In addition to a television set, Rudy Vogel is also the possessor of a new DeSoto.

Stae Kanyuh announces the engagement of her son Richard, to



Smiles wreathed the faces of all as the cornerstone of the new State Highway Building at Fernwood was pushed into place with appropriate ceremonies on February 16. In the center of the photo Governor Alfred E. Driscoll and Highway Commissioner Spencer Miller, Jr., are flanked by interested onlookers. To the right of the Governor is Edward W. Kilpatrick, State Highway Engineer, while A. E. Micklewright, the architect, stands between the governor and the commissioner.

Miss Chris Myers of Boston, Mass. Incidentally, Stae came down with respiratory gripe and was confined to her home for a few days.

The going must be rough for Fred Angus who upon doctor's orders, gave up smoking. Lifesavers and such are a poor substitute for two packs a day.

Claire Basco and her great big handsome man recently spent a day in New York celebrating her birthday.

Vito Petrino, is the name of the new assistant to Ben Stokes, temporarily quartered in Room 311.

NEWARK

Ralph Perry

Howard Rigby was confined at home with a touch of pneumonia — and after a couple of weeks of care and rest, returned to the office apparently 'as good as new.'

Our new receptionist, Winifred Pugh, is a most charming addition to the Newark office.

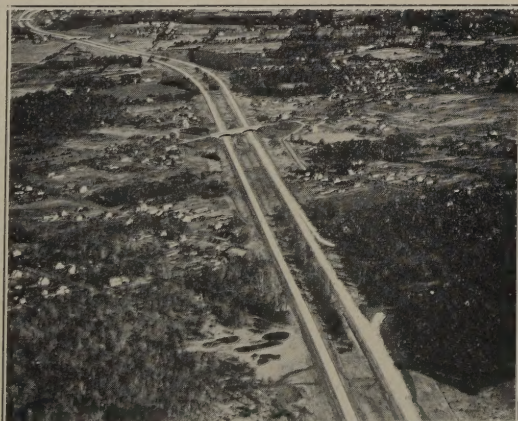
That's correct, Bill Hasburg is again sojourning in Florida — just 'soaking' up that beneficial sunshine for a while.

Alexander Desimone finally weakened and bought himself a television set.

Irving Matten decided to keep abreast of the times and just purchased a new Buick Special.

Walter Schmidt is recuperating nicely after having undergone a serious operation.

The fourth Lecture Series is being attended again, as in the past few years. The sessions are instructive, and also are giving fellow-workers a chance to get reacquainted.



A view of Route 4 Parkway between Inman Avenue and New Dover Road in Woodbridge Township, Middlesex County. This is a part of the 10-mile section of the Parkway extending from this point north to Cranford, which will be open to travel this Spring. The lanes leading to the right from the Parkway in the foreground will connect with a service center not yet constructed.

LABORATORY LINES

CHRIS KUCKER

The cool blasts of February and March meant little to several vacationists choosing warmer climate for their yearly respite from the routine. Lou Reilly reached New Orleans in time for the Mardi Gras, then toured northern Florida. Lou liked New Orleans, but claims Miami is still tops. . .

Andy Decker stayed put in an apartment at West Palm Beach. After visiting all parts of Florida at different times, Andy casts his vote for the Palm Beach area. . . Alice Mayer made her annual visit to St. Petersburg to see her mother and father who have wintered there for the past several years. . . Harry Thompson toured Florida and stopped at Miami. . .

Walter Johnson stayed at Dania, near Hollywood, in time for opening day at Gulfstream. . . Hap Manning visited relatives in Phoenix, Arizona, and also went to the coast. . . Worth Cunningham ran into misfortune while visiting St. Petersburg. Worth contracted pneumonia. Mrs. Cunningham also was hospitalized during their stay. Both recovered sufficiently to return home and are looking forward to a more pleasant stay in the future.

John Babashek was tendered a farewell bachelor luncheon at Lincoln Inn prior to his marriage which took place on February 11. Honeymooning in the Poconos, the newlyweds were snowbound for three days in their cottage — but with plenty of groceries on hand, they did not need a bit.

John Kindziarski proudly passed the cigars, announcing the birth of a son, John 3rd. Mother and son, also John, are doing very nicely.

Fred Baumann attended a session of the A. S. T. M. held during the latter part of February, in Pittsburgh, Pa.

On March 2 and 9 a group of engineering students from Lafayette College visited the Lab for a demonstration covering the sampling and testing of various soils as applied to road construction. Under the direction of Ralph Sherman they were shown the actual method of taking samples in the field and then followed them through the routine of testing in the Laboratory.

Our sympathies are extended to the family of Wm. T. R. Kinney, former Lab employee, who passed away on March 10 at Allentown, Pa. Bill will be remembered as a well known bowler in and around Trenton and Allentown, having been a member of several teams in various leagues and also bowling with the Highway Department on many occasions.

PARKWAY REPORT

At this time there is available a recently published report on the alignment of Route 4 Parkway through Essex County by the U. S. Department of Commerce, Bureau of Public Roads, and also the order of adoption of the alignment by Spencer Miller, Jr., State Highway Commissioner, together with a statement by Clayton E. Freeman, Director, Board of Chosen Freeholders, in Essex County.

PROJECTS PARAGRAPHS

E. L. MEYER

Edward E. Reed is reported to be improving at his home after having been in St. Francis Hospital for a week suffering from a bad case of hiccoughs. He was at home caring for a cold when the hiccoughs developed, and we understand he has lost considerable weight.

Frank Harris has returned from Florida where he visited his daughter and did considerable fishing with friends. His health seems much improved.

New personnel in the Projects Office are: William H. O'Connor, inspector, who is working with Al Fazon; Robert Hammond, engineering aide, and Joseph Cryan, junior engineer, who are working for Bill Carnival.

With sincere regret we announce the sudden death of Inspector Charles McDevitt, of East Orange. Death was due to a heart attack on March 9. He was unmarried and had been with the Highway Department for twenty years. Flowers were sent by the office personnel.

Glamor Gossip

DORIS and JOAN

Ray Birch McNinney done went and did it, meaning she is now attached to a ball and chain. But she appears to be very happy about it all. Maybe it's those memories of the honeymoon in Florida and basking in the sun all day that keeps Ray smiling.

It's good to have Florence Miller back with us again, after spending quite some time in the hospital. Anyone interested in the latest stitches in crocheting, give Florence a buzz.

A new addition in the personnel department is Irma Somogyi. A hearty welcome to you, Irma.

There's a rumor around the Highway that Helen Tallon is missing something. That something is her appendix, and to quote Helen, "Good riddance." Hope you're feeling a great deal better and will be back to work real soon.

Cupid's really been working around the Highway Department this year. Millie Herbert and Carl Cuddeby (also from Highway) recently became engaged and will take their fatal steps sometime in the future.

Also another engagement on Cupid's list, the young lady with the "stars" in her eyes from Planning, Traffic & Economics, yes, you guessed it, Rita DeVaney — and the lucky man is J. Thomas Cunningham. Our sincere congratulations for much happiness to Rita and Tommie and to Carl and Millie.

Joan Petry recently spent a week-end at the Astor Hotel in New York with friends. She reports she had a wonderful time and had quite a few stories to tell us.

Fashion Fads —

Skirts of plain and printed burlesque will be worn this summer. This is one time men won't object to holding the BAG!!!

Now that fashion dictates that skirts will look shorter, we imagine this will have the effect of making the men look longer.

Construction Comments

G. H. CONNER

The R. M. Beck's had intended to take a trip to Florida this winter, but due to Mrs. Beck having an accident, it was called off. However, R. M. bought a couple sun lamps and a pile of beach sand, so don't be misled by his complexion.

'Doc' Trainor is touring Florida with his best girl, his mother.

Maurie Radas and wife are vacationing in Florida.

Mary Chamberlin, just returned, having spent the month of February in Sarasota — driving a nice new Chrysler.

John Farley sporting a mustache these days and looks very well.

Sid Sterner has been appointed training officer of the Naval Reserve Training Station at Perth Amboy. Anyone interested in joining should contact Sid any Monday night at Perth Amboy Armory, Front and Garden Sts. Perth Amboy, N. J.

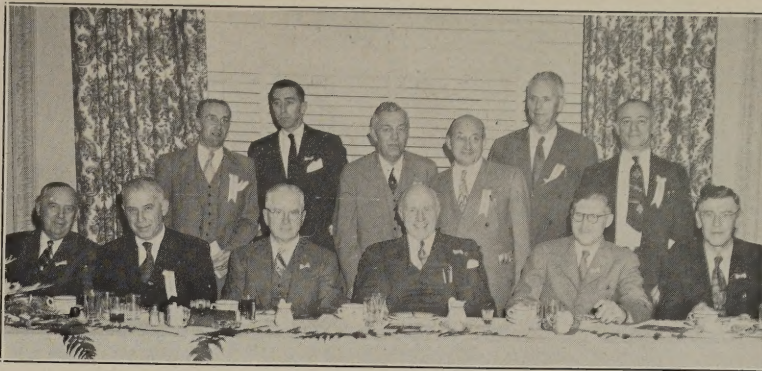
Have you seen the big smile on Charlie Scheuck's face? Reason—the new baby girl.

"Uncle Tom" Farley is on the sick list, but you know "you can't keep the Irish down."

R. M. Beck's twin brother, Ralph, visited the Newark Office. He lives in Royalton, Vt., and is principal engineer on the Burlington Municipal Airport, constructing the buildings, runways, and lighting systems. Talk about "like & Mike, they look alike," well, that sums it up.

Jim Mulhearn spent a week in the hospital, but glad to find out that it was not so serious as we thought. Back to work again with the same zip.

"Chuck" Conner and the Missus have gone to Sarasota for their annual trek.



Officers and honored guests of the Bridge Division Club at the Annual Dinner of that organization which was held on February 13 at the Hotel Robert Treat in Newark. The occasion marked the 19th consecutive year that the Bridge Division has gathered with members of the State Highway Department and its guests. More than 600 attended this year's dinner. Seated above from left to right are State Highway Engineer Edward W. Kilpatrick, Morris Goodkind, bridge engineer; John J. Krieg, club president; Spencer Miller, Jr., State Highway Commissioner; Charles M. Noble, chief engineer, N. J. Turnpike Authority; and Chester A. Burn, acting State Highway engineer. Standing from the left are: Wilbur H. Spenser, dinner committee chairman; Joseph A. Combs, personnel director; A. Lee Grover, chief clerk and secretary; John J. Koffler, committee member; Lawrence C. Petersen, club director; and Robert E. Simon, 2nd vice-president.

EQUIPMENT ITEMS

JAMES O'ROURKE

After eight months of hard salesmanship, Russ Cook convinced Geo. Callan that a television set is a necessity in the home. George finally purchased one and plans a television christening party for his friends in the near future.

Don Forini fell on the ice at his home and severely strained the ligaments of his shoulder necessitating approximately a month's layoff from work.

Sporting a new Chrysler coupe these days is Grover Rhodes, mechanic.

Sympathies are extended to Joe Thiel on the loss of his mother who passed away at her home in Trenton after a short illness.

Also to Harold Price on the loss of his sister who died at her home in Trenton; and to Joe Buvel who recently lost his brother.

Mrs. Louis Virok, wife of Fernwood's building mechanic, is a patient at St. Francis Hospital, suffering from a fractured hip sustained in a fall at home.

The stork stopped off at the home of Mr. and Mrs. Edw. Neicholski on January 22 and left an 8-lb. baby boy, their first child.

As predicted in an earlier edition of THE HIGHWAY, Harvey Butterfuss is now enjoying a month's stay at Sarasota Beach, Fla. That new Hudson finally took a long ride.

The sick-list at Fernwood includes: Andy Vollman at St. Francis Hospital for a physical check-up; Bill McClure at home with a heart condition; Russ Cook at

BRIDGE BRIEFS

CHESTER P. SMITH

The 19th annual dinner of the Bridge Division Club proved to be a huge success. The facilities of the Robert Treat Hotel were taxed to capacity. Plans for Ladies' Night at the Cranbury Inn on May 29 are practically complete.

Those who attended the A. A. S. H. O. Convention in New York included Morris Goodkind, L. C. Petersen, W. F. Hunter, A. J. Lichtenberg, and Arthur Stetser.

A. J. Lichtenberg and Joseph A. Combs, personal director, attended a regional meeting of the National Association of Suggestion Systems in Philadelphia, Pa.

Vacations. Gabrenus at Miami, Fla. . . . Nick DonDiego at San Antonio, Texas. . . . Marcel Ludasy at the Hotel Taft in New York City. . . . J. J. Kreig while on a trip to California visited Harry Bergen who is retired there.

Mrs. Wilbur Spencer is recovering from a prolonged illness.

home with high-blood pressure; Harry Buscher and Jake Wycoff at home with arthritis; and Jack Leedom at home with the gout.

Returned to work after an operation performed at the University of Pennsylvania Hospital is Joe Pate guard and building maintenance foreman.

Frank Hutchinson returned home from a serious abdominal operation performed at McKinley Hospital.

PLANNING and ECONOMICS

NEWARK

Preston E. Northrop

Two blessed events brought happiness and family increases during the month of January. The proud fathers strutted a little, we thought, as they passed around the traditional Havanas which heralded the news to their fellow workers. (Too bad for the distaff side) Mr. and Mrs. Walter Yuchow welcomed a boy and Mr. and Mrs. Anthony Zacchi, a girl. Fair enough. That helps to maintain balance in our population. We all join in offering best wishes to the new parents.

An open schism has rent the ranks of our luncheon poker players. Up to quite recently they played contentedly and with peaceful meanness, the while keeping a weather eye on the office clock. However, an interloper, one Canasta (hailing from Trenton, we hear) bored from within in the manner of a fifth columnist. His converts now play with nervous intensity and their eyes glow feverishly as they murmur strange new words. It is mere scuttlebutt and nothing else, probably. But reliable sources have hinted that Sam Guidotti has had something to do with the situation. Time may tell. In the meanwhile, it appears that the stranger is here to stay.

Tip to those interested in "Rummy from Argentina." A book on Canasta by Oswald Jacoby and published by Doubleday in May, 1949, has become a non-fiction best seller.

Clarkson Holmes, district supervisor of enumerators, is in Louisiana on vacation. Says the thermometer somewhere around 80 degrees down there) is much to his liking.

Somewhat in the same vein, John McWilliams, enumerator, who has been working temporarily in North Jersey says our recent weather reminds him of Alaska where he spent a year during the war.

Morris Weintrob, Atlantic City district supervisor, has returned from vacation. He caught up with some long overdue work around the house and is now squared away with his Missus. Morris is quite a carpenter, according to Freddy Guenther, who keeps a watchful eye on his boys.

"I never felt so close to the golden gates," said Russell Bigelow, enumerator from out Hampton way, after recovering from a severe attack of the 'flu.' We are glad to have you back with us, Russell. Take care of yourself.

Among Charlie Freeman's many accomplishments, his ability as one of our lunch-time coffee makers stands second to none. It is agreed that the cheering cup is

Maintenance Notes

CHARLES J. DOHERTY

C. J. DOHERTY

While the present winter has certainly been a mild one, with not a great deal of activity with respect to actual snow removal work, few of us perhaps realize how much was done in regard to the control of ice and slippery conditions. On numerous occasions throughout the State, especially in the northern portions, the severity of the many sleet and ice storms has been very demanding placing a constant strain on maintenance crews and calling for an almost inexhaustible supply of abrasive materials in order to keep highways in a safe condition. The men taking part in these operations are to be commended for performing this work, which has been long and tiresome, and certainly one involving many risks.

We are happy to report that both Jim Dowling and "Ducky" Drake, after spending several days in the hospital, the latter for an operation, are now back to work and apparently in good shape.

Fred Baker, of all things, had the misfortune to spend the Christmas holidays in the hospital. He is now back on the job and says that he is in pretty good shape.

Our sympathies and condolences are extended to the families and relatives of the following:

James McIntyre, of Camden, who died on March 5, 1950. He had been with the Department since January of 1947 and had worked with Foreman John Grant.

Alexander Nelson, of South Hackensack, who died on February 14, 1950. Working with Foreman Sweet, he had been with the Department since June, 1941.

David Schuyler, of Califon, who died on January 26, 1950. He had worked with Foreman Haney and had been with the Department since September of 1936.

In discussing the difference between an optimist and a pessimist, one guy said to another that an optimist is one who laughs to forget whereas a pessimist is one who forgets to laugh.

We wish to extend our sympathies to Gene Beckner, whose father died recently. Long a resident of Stockton, the late Mr. Beckner had been associated with the Tuscarora Oil Company for many years prior to his death.

good to the last drop. It peeps up the afternoon's work.

Joe Severns, asst. chief, bureau of highway planning survey, believes in signs, especially those on our highways. But while dining in Trenton recently, he missed one which read, "Watch your coat." You know what? His car keys were in the coat, too, complicating matters. The only real inconvenience was caused to Mrs. Severns, who brought duplicate keys from Burlington. Joe didn't mind going home without an overcoat since he truly wears one for looks anyway. That balmy air outside of the Newark area is wonderful.

TRENTON

B. T. Patterson

Salute Otto H. Fritzsche, who on the 23rd of March, marks a 25-year record with the New Jersey State Highway Department.

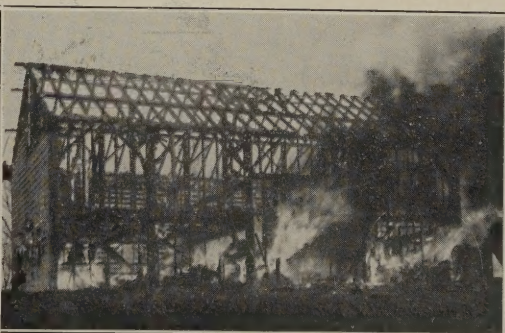
Helen Tallon is convalescing from a recent operation. We all send our best wishes, Helen.

The Division welcomes Howard J. Miller, jr. Highway engineer! Tony Pennacchi, traffic enumerator; Bernie Ropeik, senior clerk; and Tom Belmont, asst. Highway engr. We look forward to many happy hours associating with our new co-workers.

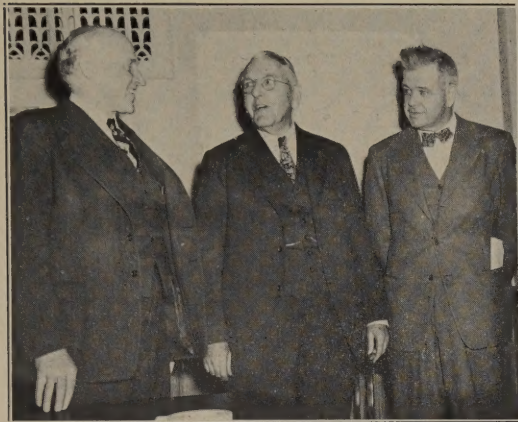
Roy Evenson, Ray Malone, Tom Downs, Bob Nolan, and John Jones have applied for 3rd class operator licenses. The license will allow the boys to operate radar equipment — a new method of making traffic speed checks.

We are happy to see Ed Engleman after an illness of a few weeks duration.

Mort Gertel was chosen to participate in the Highway Lecture Series.



Flames of unknown origin destroyed the maintenance building at the east end of Routes 28 and 29 connecting link on Tuesday, March 14. No one was seriously injured and the equipment loss was held to a minimum. Among the items saved were a compressor, a cinder loader, and several employees' cars which were parked at the side of the building. Five thousands bags of calcium chloride, which were stored in the structure, were lost together with assorted tools. This timely photo was taken by W. H. Voorhees.



H. E. Hilts, Deputy Commissioner of the U. S. Bureau of Public Roads, who delivered the principal lecture at the opening session of the 4th Lecture Series receives the thanks of Commissioner Miller, while John H. Hulse, general chairman for the Trenton lectures, looks on. Mr. Hilts spoke on "Planning Turkish Highway Operations."

VARIED PROGRAM FEATURED IN FOURTH LECTURE SERIES

Discussions in Newark, Trenton and Gloucester City Cover Wide Range of Subjects

A carefully conceived and well integrated program of instruction for fieldmen swung into operation with the opening of the 4th Lecture Series on March 6 at the War Memorial Building in Trenton. For the fourth time in as many years Commissioner Miller opened the group instruction and addressed a large assemblage of Highway men which included engineering employees from all sections of New Jersey, as well as representatives of the Trenton district Bureau of Public Roads.

The Lecture Series, which ran through March 27 and which were held in Newark, Trenton, and Gloucester City, were planned by Julius J. Newmark and resulted from suggestions received from employees. The subjects covered in this year's program included:

I. Planning Turkish Highway Operations. Lecturer: H. E. Hilts, Deputy Commr. U. S. Bureau of Public Roads.

II. Design of Urban Arterial Highways — Major Streets & Expressways at Grade. Lecturer: D. W. Loutzenheiser, Chief, Design Development Section, U. S. Bureau of Public Roads.

III. Developments in Soils Engineering. Lecturers: Edward A. Henderson, asst. dist. engr., Soils; James R. Schuyler, prin. engr., Soils.

IV. Discussion of Various Experimental Pavements in New Jersey. Lecturers: Ralph Stelljes, prin. engr., Highway; and Halbert E. Phillips, prin. engr., Highway.

V-a. Bituminous Sub Sealing. Lecturer: William J. Ryan, sr. engr., Laboratory.

V-b. Air Entrained Concrete. Lecturer: Ralph A. Sherman, prin. engr., Laboratory.

VI. Outline of Responsibilities and Proper Procedure in Handling Utility Changes. Lecturer: Oliver Doll, prin. engr., Acting Utility Coordinator.

VII. Origin and Destination Survey for a City in New Jersey — (a) — Collection and Assembly of Information. Lecturer: Joseph Natale, sr. engr., Highway; (b) — Analysis of Information and Resulting Route Determinations. Lecturer: Morton Gertel sr. Highway analyst.

Details of arrangements were in the hands of engineers in various sections of the State. David Pettigrew served as general chairman for the Newark area. John H. Hulse had charge of the Trenton lectures and Harry Marvin handled all arrangements in Gloucester City.

The great enthusiasm for this annual instruction course, as shown by the increasing attendance each year, marks the Lecture Series as a thoroughly worthwhile enterprise and the smoothness with which it is carried out is a tribute to those who participated in its organization.

Parkway Booklet Heralds Opening Of First Section

A well conceived booklet entitled, "Opening of the First Section of Route 4 Parkway," has recently come off the press and has received limited distribution throughout the State.

Prolifically illustrated with maps, photographs of completed sections, and construction features, the booklet tells the story of the Parkway in detail. The completed section, a stretch of 10 miles extending from Centennial Avenue in Cranford, Union County, southerly to New Brunswick Avenue, Woodbridge Township, Middlesex County, will be opened to traffic by early summer.

This section will feature traffic interchanges of the most modern conception, acceleration and deceleration lanes at points of entrance and exit, stabilized turf shoulders, lighting, and many other features to be found only in roads of the most advanced design.

In an opening message addressed to the "Governor, Legislature and people of New Jersey," Commissioner Miller states, "The opening of the first section of Route 4 Parkway in the Spring of 1950 will be an historic event! It will mark the first parkway to be built and opened to the public under the forward looking Parkway and Freeway Act of 1945.

"In this road of tomorrow we will have for the first time in our State a modern functional highway designed for safety, constructed for the convenience of the motorist and landscaped for beauty."

The booklet was designed by R. C. Guthridge, and the text was prepared by Vincent Langan and Oliver Deakin. Mr. Langan also acted as coordinator in the printing of the booklet. The printer was the Bergen Press of Englewood.

Four Teams Enter State Tourney

Four teams from the State Highway Bowling League will journey to Salem on April 15th for the purpose of competing in the State Championship Tournament. The quartette who will vie for top honors are Machine Shop, Equipment, Electrical, and G. I.'s. This is a 75% handicap competition and a top flight performance on the part of the Highway teams might result in winning this affair.

In the league, Equipment is still enjoying a 7½ game lead with Machine Shop holding down 2nd place over the Guards by the slim margin of 1½ games.

Following are the standings as of March 20:

Team	W.	L.
Equipment	50	25
Machine Shop	43	33
Guards	41	34
Painters	40	35
G. I.'s	36	39
Electrical	35	40
White Line	31	44
Inspection	25	50

Make Aerial Survey

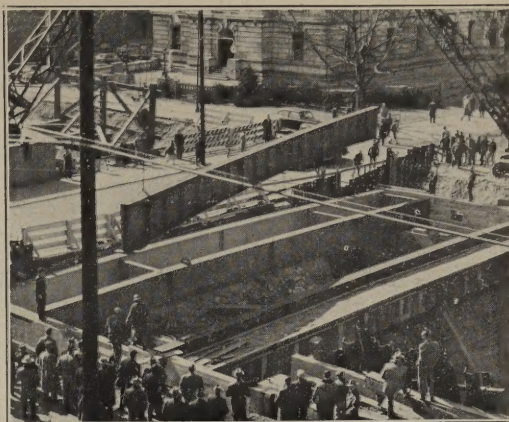
Through the courtesy of Lieut. Nicholas P. Callaghan and the U. S. Naval Reserve Squadron at Lakehurst, members of the State Highway Department and the Bureau of Public Roads were able to make an aerial reconnaissance of important shore roads and the alignment of the Monmouth Parkway.

The flight was made on Saturday, March 15, in weather so blustery that the blimp was not allowed to proceed northward above the Raritan River. Because of this, much of the planned itinerary was postponed.

Wesley R. Bellis, of Planning, Traffic and Economics, and Joseph Cunningham, of Survey and Plans, represented the Highway Department, while Charles French, of the Bureau of Public Roads, was the third engineer on the trip. A survey of possible detour roads to handle peak summer traffic was also made together with photographs of important inter-sections.

Let Service Area Contracts

Contracts have been let for the development of the service areas on Route 4 Parkway Section 4G and 6E. Clearing of site and grading operations have been in progress during the winter months on two of the service areas located on the first ten mile section of New Jersey's First Parkway — Route 4. Preparation of existing soil and planting will be completed this Spring.



Under the critical eye of sidewalk superintendents, the large steel girders which will carry State Street over the Trenton Freeway are put into place. Joseph Cunningham of the Lewis St. office took this picture from the post-office. Trenton's city hall can be seen in the background.

Ornithic Cafeteria Presents Unusual Problem

Anticipating a hard winter, the Highway Department's model maker, Theodore "Ted" Spaw, Jr., placed a feeding tray outside the model shop window at 143 W. State St., and laid in a supply of bird seed for his feathered friends.

Before the bluejays, sparrows, starlings, and other varieties had become accustomed to getting free meals, five pigeons took over the establishment with the thoroughness of a platoon of commandos. Not satisfied to wait for their daily ration, they have lately started showing their impatience by pecking on the window to attract attention. On a recent warm day when the window was opened slightly, two of the pigeons entered to press their demands for food at close range.

Spaw, who is at present working on a model of Route 4 Parkway in East Orange, has decided that pigeons might do damage to that suburban community and has taken steps to confine the birds to the streets of Trenton. It looks as if an unusual friendship is about to go on the rocks.

HELP PUT THE RED CROSS DRIVE OVER THE TOP

Margaret is Anna

All our life we have assumed that all Bobs were really named Robert; that Freds were christened Frederick; and that the Pegs of our acquaintance were in fact named Margaret. But just ain't so.

Last month THE HIGHWAY saluted Peg Beatty whom we have known for over a quarter of a century, and in so doing referred to her as Margaret. Well, her name is Anna and it is small consolation to find that a lot of other people didn't know it either.

It seems that she acquired the nickname as a result of plugging — or pegging in — telephone calls many years ago. So to you, Anna, our humblest apologies.

Lecture Series on Landscape Design Named for Miller

Roadside Council and Rutgers Pave Way Toward Better Roadside Development

The New Jersey Roadside Council in cooperation with Rutgers University, College of Engineering, has established the Spencer Miller, Jr., Lecture Series in tribute to the Commissioner's interest in roadside improvement in New Jersey.

Through the four lectures on "Landscape Design and Its Relation to the Modern Highway," the Roadside Council feels that the civil engineering student will have an introduction to the many problems involved in the design of a complete highway facility.

Much of the improvement in the design and construction of future highways will depend, according to the Council, upon the ability of the highway engineer to collaborate successfully with other professions required in building highways. Through these lectures, it is felt, the civil engineer of tomorrow will become acquainted with the landscape architect's concepts and point the way to a further integration of these two fields.

On February 10, Gilmore D. Clarke, outstanding highway engineer and lecturer, addressed the students outlining the basic background information on the types of highways, local streets, freeways and parkways. Included in this first lecture was landscape analysis and appreciation of types of landscapes in relation to the highway together with a description of the functions of the modern highway.

The second lecture was given on March 6 by Oliver A. Deakin, State parkway engineer, whose subject included the location and design of the modern highway in relation to topography, use of aerial mosaics, topographic maps, obliques, and scales. Contained in his address were: contour grading in highway design, slope stabilization, and drainage. Slides and pictures were used to illustrate the various steps in parkway development.

On April 3 Mr. Deakin lectured on the importance of planting design in highway development; planting standards for highways and parkways; and economic value of existing trees, shrubs, and ground cover on the highway right-of-way.

Hugh R. Pomeroy, lecturer in planning at Columbia University, will give the May 5 lecture, which will include regional approach and benefits in highway planning in relation to land use patterns within the city and the region. He will use Westchester County, New York, as an example.

Rutgers University College of Engineering, by including these lectures in its highway engineering course, has taken a progressive step toward providing its civil engineers with the broad basic background required in the design and construction of future highways.



A part of the assemblage of State Highway field men who attended the opening day's lectures at the War Memorial Building in Trenton. The lecture series, which were being conducted for the 4th year, were again held in Newark and Gloucester City, as well as in Trenton, and were attended by capacity gatherings.